

Route 460 Location Study

LAND USE, PARKLANDS AND FARMLANDS TECHNICAL REPORT



May 2005

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APPENDIX

U.S. DEPARTMENT OF AGRICULTURE NRCS-CPA-106 Forms

1.0 AFFECTED ENVIRONMENT: LAND USE

This section summarizes the existing and future land use and land use policies in the study area. Land use information was compiled from: aerial photographs, U.S. Census, U.S. Geological Survey (USGS) land coverage, Virginia Geographic Information Network (VGIN) aerial photography, Alexandria Drafting Company (ADC) map books, local comprehensive plans, and various internet sources. General descriptions of the development in the study area are based on the compiled land use information and field visits during 2004. Land uses are illustrated in Figure 1.1-1. Table 1.1 1 provides a summary of existing land uses for each jurisdiction in the Route 460 study area.

1.1 LAND USE CLASSIFICATION

In order to have a uniform land use comparison in the study area, a standard land use classification system was applied. This system divides land into nine major groups: Urban or Built-up Land, Agricultural Land, Rangeland, Forest Land, Water, Wetland, Barren Land, Tundra, and Perennial Snow or Ice. Residential, Commercial and Industrial Lands are subsets of Urban or Built-up Land (Andersen). The land use mapping was then adjusted according to 2002 aerial photos prepared by the Virginia Geographic Information Network (VGIN). The adjustment accommodates the changes in land use between 1976 and 2002, mainly the conversion of farmland and forest land to urban or built-up land.

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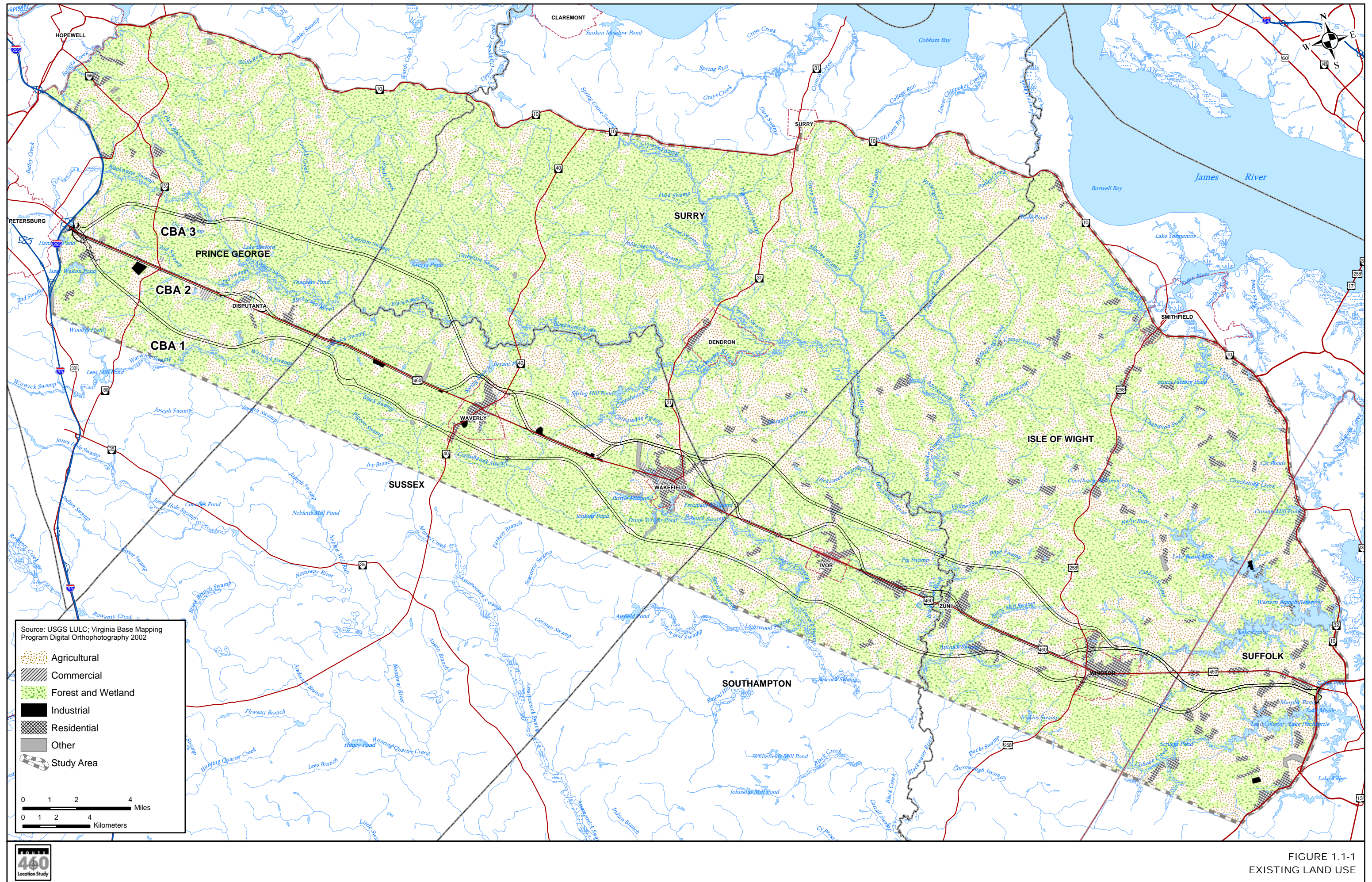


FIGURE 1.1-1
EXISTING LAND USE

1.2 EXISTING LAND USE

The Route 460 Study area lies between two major urban areas. Although mostly rural in character, there are growing suburban areas towards the eastern and western edges of the study area. At the northwest end is Prince George County, near the cities of Hopewell, Petersburg, and Richmond. Isle of Wight County and the City of Suffolk are part of the Hampton Roads metropolitan area, lying at the southeast end of the study area. Three incorporated towns and four unincorporated towns are also within the study area. The majority of the land is devoted to agriculture with commercial and industrial development along the main highways. Residential land uses are found within and surrounding the towns or developed areas. In general, there is more widespread development closer to the metropolitan areas.

1.2.1 City of Suffolk

The City of Suffolk has the largest population of the six jurisdictions. It is also the largest city in land area in Virginia with 430 square miles. The 77 square miles of Suffolk within the Route 460 study area are in the northwest corner of the city. Although the area is dedicated to forestry (about 60 percent) and agricultural uses (about 28 percent), suburban and reservoir land uses are also located in the study area. The Kings Fork community, a rapidly developing area, is also located in this part of the city. Development is mostly confined to Route 460 and the State Route 10/32 corridor, where shopping and public facilities are located. Route 10/32 is the eastern boundary of the study area, and along it are entrances to subdivisions, Obici Hospital, and a new school, among others. A shopping center, Nansemond-Suffolk Academy, a hotel, Paul D. Camp Community College, and several gas stations are along Route 460. The study area portion of the City has several lakes serving the water supply for Hampton Roads cities. The City of Norfolk owns three of these lakes: Lake Prince, the Western Branch Reservoir, and Lake Burnt Mills. The City of Portsmouth owns Lake Cohoon and Lake Meade. A major transportation route in the City is Route 58, connecting Hampton Roads to Interstates 95 and 85 as well as western Virginia. Route 58 is also a portion of the eastern study area boundary.

1.2.2 Isle of Wight County

According to the Isle of Wight County Comprehensive Plan, floodplains and agricultural preserve make up most of the land uses in Isle of Wight County. Land use data collected confirm this, with agricultural land making up over 37 percent of the 211 square miles of Isle of Wight County study area. Forest land (53.8 percent) makes up an even bigger portion. The study area portion of the County contains two incorporated towns: Smithfield (portion) and Windsor. Both towns contain the bulk of the commercial and retail development (74.5 acres) with strip development along major highways. Windsor, located along Route 460, recently annexed vacant land for future development. The town population doubled and land area quadrupled when the annexation took place in 1999.

Several unincorporated towns are located within the study area portion of the County: Zuni, Central Hill, Isle of Wight, Uzzle's Church, and Orbit. Residences make up just over 3 percent of the study area with almost 4,200 acres of residential land. Major transportation routes in the County include Route 258, a north-south highway connecting Windsor and Smithfield. East-west routes include State Route 10, Route 58, and Route 460.

1.2.3 Southampton County

Over 90 percent of Southampton County's 384,000 acres is devoted to agriculture and forestry. Of the 36,200 acres of study area land, almost 54 percent of that land is for forestry uses and over 37 percent for agricultural uses. The study area portion contains the town of Ivor, which has the majority of goods and services for the northern half of Southampton County. Because of Ivor, the study area has one of the county's largest concentration of commercial, industrial, residential, and government uses (the other larger concentration is along the Route 58 corridor west of Franklin). The approximately 1,300 acres of residential development is interspersed with the mostly rural landscape along major and minor roads. The most concentrated of the residential development is along State Route 671. Routes 460 and 58 are the County's major east-west routes, while Route 258 is the major north-south route passing through the southeastern corner of the County. Small scale retail is located along rural routes throughout the County.

1.2.4 Surry County

The majority of Surry County is dedicated to forestry. Around 100,000 acres of land is related to the forestry industry. Agriculture is the second largest land use with over 70,000 acres. Several areas have large concentrations of farmland: specifically south and northeast of the town of Dendron, along State Route 31 around the town of Surry, and along State Route 10 near the Bacon's Castle area. The study area portion of the county is well over half of the county—everything south of Virginia State Route 10. The 118,000 acre study area includes the town of Dendron and a portion of the town of Surry. Forestry makes up over 67 percent of the study area portion and agriculture makes up almost 28 percent.

State Route 10 is the major east-west route, while State Routes 31 and 40 are major north-south routes. Residential areas are clustered near the towns, (especially Dendron, Surry), and in clusters east of Surry along State Route 10. Commercial land uses are mostly found in Surry and Claremont. There is also some commercial development along the three major highways. An industrial site is located south of the town of Surry.

1.2.5 Sussex County

Agriculture and open space is the largest land use within Sussex County. Residential areas are located throughout local roadways, especially along State Route 613 north and east of the Town of Waverly, State Road 687 southwest of Stony Creek, and along Interstate 95 near Jarratt. Commercial land uses are found along Route 460 and Interstate 95. Most industrial land uses are located along Interstate 95. Major highways include Interstate 95, State Routes 35 and 40, and Route 460. Routes 40 and 460 pass through the study area.

The study area portion of Sussex County contains the towns of Wakefield and Waverly. There are only two other towns—Jarratt and Stony Creek—on the southern end of the County. Despite the low concentration of residential and commercial land uses (3.4 percent and 0.2 percent, respectively), the study area portion of Sussex County has the higher concentration of more developed land uses.

1.2.6 Prince George County

The dominant land use within this county is open space and agriculture. The study area portion, with almost 72 percent forest and over 25 percent agricultural land, is no different. However, between 1990 and 1996, there has been a substantial increase in single family residential development. Residential areas have developed throughout the County, with large clusters of residential development south of the City of Hopewell and east of Fort Lee (both areas are within the study area portion of the county). A large concentration of commercial land use is located along Route 460. However, the county's largest concentration of commercial development is not within the study area. Interstates 95 and 295, Route 460, and State Routes 10, and 156 are major highways passing through the study area within the County.

**Table 1.2-1
ROUTE 460 STUDY AREA ACREAGE BY LAND USE CATEGORY**

Land Use	Acreage	
Residential	13,267	2.8%
Commercial	733	0.2%
Industrial	362	0.1%
Agricultural*	144,671	30.4%
Forest [§] and Wetlands	313,264	65.7%
Other [‡]	4,369	0.9%
Total	476,667	100.0%

Source: USGS, Parsons Brinckerhoff

*includes Cropland and Pasture, Confined Feeding Operations, and Other Agricultural Land

[§] includes Evergreen Forest, Deciduous Forest, Mixed Forest Land, Forested Wetland and Non-forested Wetland

[‡] includes all water bodies, strip mines, transitional areas, utilities, other urban/built-up land, strip mines, and unclassified lands as defined by A Land Use and Land Cover Classification System for Use with Remote Sensing Data, James R. Anderson, et al.

1.3 FUTURE LAND USES

1.3.1 City of Suffolk

The City's Comprehensive Plan calls for the reduction of land currently zoned "rural residential." This will occur by rezoning the "rural residential" zones to "rural estate" or "agricultural", zones, thereby reducing the density of development. "Rural Estate" allows suburban residences with water utilities and septic systems (but no sewer connections) on one- or two-acre lots. Most of the "rural residential" land slated for "agriculture" rezoning is located south of downtown Suffolk (outside of the study area). A large portion of the study area, north of Route 460, is slated to have its "rural residential" zones rezoned to the "rural estate" designation. However, the land area that loosely borders Route 460 (Pruden Boulevard), King's Fork Road, Goodwin Boulevard (State Route 10/32), and the Suffolk Bypass (Route 460/58) will be zoned "suburban/urban development." These areas, unlike the "rural" zones, will have full utilities for development. More intense development is slated for the intersection of Pruden Boulevard and the Suffolk Bypass, as it will be zoned office research and development.

1.3.2 Isle of Wight County

Several unincorporated towns in Isle of Wight are classified as "Village Centers," where limited resources are located for the use of rural area residents. Zuni, Central Hill, Isle of Wight, Uzzle's Church, and Orbit are "village centers" within the study area. There are also three "Development Service Districts," (DSDs) in areas of the County that "have served and are expected to continue to serve as the principal residential, commercial, and employment centers of the County" (Isle of Wight County). The Development Service Districts are in Newport, Camptown, and Windsor. These Districts serve most of the County's development needs through the year 2020. Newport will contain the County's only mixed-use activity centers—higher-density areas with Traditional Neighborhood Design (TND) guidelines. Windsor, the only DSD within the study area, has recently annexed vacant land for future development. The Town of Windsor is located within the Windsor Development Service District, an area slated for industrial development along the Route 460 and the Norfolk-Southern corridors.

1.3.3 Southampton County

The goal of the County's future land use plan is to "encourage the separation of major growth areas from rural areas" (Southampton County). Corridor and cluster development is focus of future development. Large industrial zones are located along General Thomas Highway (State Route 186) outside of Newsomes and Boykins. Several industrial zones branch out of the City of Franklin along major highways along Route 58, Business 58, and State Route 186. Commercial development is planned for Route 58 near the Town of Courtland, along Route 460, and along Southampton Parkway. Residential development is clustered around towns and villages, as well as along routes outside the City of Franklin. Within the study area, the area immediately near Route 460 is the only area slated for non-rural development. Residential development is proposed in areas to the north and south of the Town of Ivor. Commercial development is anticipated on the eastern and western sides of the Town of Ivor along Route 460, although the majority of the development will be on the western side. Near the Sussex county line is an industrial zone along Route 460. Only the portions near the county borders will be zoned rural and/or agricultural.

1.3.4 Surry County

According to the Surry County Land Development Plan, future development will allow the growth of commercial, industrial, and residential zones as long as it preserves agricultural and forestal land uses. Prime soils land will be preserved for agricultural development. Heavy industrial uses will be targeted along major highways (State Roads 10, 31, and 40) away from towns. Two types of commercial development will be permitted: highway-oriented and community-oriented. The former will be located along State Routes 10, 31, and 40 in limited numbers to avoid strip-oriented development. The latter will be in the center of the County's towns in a cluster-type development away from school grounds. The town of Dendron is within the study area, as well as portions of the town of Surry and Bacon's Castle. These three areas will have commercial centers surrounded by residential development. Outside of these areas, Surry County will be devoted to agriculture and forestry.

1.3.5 Sussex County

In general, Sussex County's future land use plan identifies six land use types. The agricultural land use designation, which is the largest land use, is restricted to farming, conservation and passive recreation. It can, however, be used for "a relatively low level" of residential uses (one single-family dwelling unit per acre). Residential areas have been limited to areas outside of incorporated towns and are restricted to single-family dwellings. Certain types of manufactured housing are also allowed, with the exception of single-wide mobile homes. Commercial land uses are located along "transportation facilities" such as Route 301, Interstate 95, the Norfolk Southern rail line (in the study area) and the CSX rail line (near Interstate 95) on the outside of existing towns. Commercial development will be encouraged along main highways so long as there is proper planning to mitigate negative impacts. Similar land use classifications are used in each of the County's 15 planning areas. The study area occupies five of those planning areas and four of those five are crossed by Route 460. The land use plan along Route 460 calls for industrial development between Wakefield and Waverly, and to the west of Waverly. Commercial uses are planned for area east of Wakefield. Residential zones circle the town of Wakefield and are located along secondary highways north of Route 460.

1.3.6 Prince George County

Single family residential will be concentrated on the northern section of the County. The larger of the two sections will be across from the City of Hopewell and the other will be just south of the City of Petersburg. Commercial zones will be extended from existing locations. Industrial zones will remain west of Fort Lee and along Route 460, but more industrial designation is planned along the length of Route 460 and on the south side of Interstate 295. The county has identified "opportunity districts" which are "prime areas for intensive [industrial or commercial] development." The largest opportunity district is located at the Route 460/Interstate 295 intersection with two branches extending along portions of Routes 460 and 301. This

particular opportunity district is designated an Enterprise Zone, providing special incentives for development. Opportunity districts are also located along most of Route 460 and south of the Enterprise Zone along Interstates 295 and 95.

1.3.7 Adopted Goals and Policies

The following section describes the land use, transportation plans and policies from the local governments comprehensive plans. Most plans focus on economic development, enhancing or maintaining the quality of life, providing adequate public services, and ensuring adequate safety and accessibility in the transportation system.

1.3.7.1 Land Use and Transportation Plans and Policies

The study area jurisdictions want to ensure safe and efficient modes of transportation, preserve their natural and cultural resources, preserve their areas of rural character, and maintain consistency with other jurisdictions goals. A brief summary of the main objectives of each jurisdiction follows. An emphasis on rural preservation and smart growth is evident throughout.

The City of Suffolk has five main themes for its Comprehensive Plan: Balanced Growth, Responsible Regionalism (roads, sewer, and water to be consistent with regional plans), Environmental Protection, Core Area (downtown Suffolk) Revitalization, and Enhancing Economic Vitality.

Isle of Wight County has a growth management and land use goal of guiding “future development into an efficient and serviceable form which is protective of the County’s predominantly rural character.” This goal is consistent with its Rural Character Protection and Agricultural goal, which features preservation in all areas outside of areas designated for growth. Its transportation goal is “to provide...safe and efficient movement of people and goods throughout the County.”

Transportation and land use make up two of Southampton County’s 18 goals. Its land use goal, called the Growth Management and County Planning goal, is to “ensure that future development occurs in an efficient and serviceable manner which is protective of Southampton County’s predominantly rural character.” Rural character is the focal point of the provision. For transportation, Southampton County’s goal is similar to Isle of Wight’s—for “safe and efficient movement of people and goods throughout the County.”

Surry County’s land use goal is: “to achieve...a balanced pattern of land uses that meets the needs of county residents, stimulates physical, social and economic development and protects the ecological integrity of the land.” This includes the development of agriculture, industry, and commerce; regulation of residential densities, providing adequate services, and preservation of natural scenery. The county’s transportation goal is “to provide for all county residents a transportation system which is safe, comprehensive, efficient and convenient and which meets existing needs and promotes orderly and desirable future growth.”

Sussex County’s Comprehensive Plan calls for “a comprehensive planning process to logically and consistently guide growth and development” for its growth strategy. Its transportation goal is to “encourage a balanced and efficient transportation system that will shape and serve growth areas.”

Prince George County’s land use goal is “to continue to provide adequate public facilities and public services necessary to support development through sound fiscal practices.” Its transportation goal is “to provide a safe and efficient transportation system.”

1.3.7.2 Economic Investment Incentive Areas

Economic development is important to all study area jurisdictions. Several jurisdictions have enacted special economic incentives zones (Enterprise Zones) which generally offer state or reduced local tax rates to promote economic development. Prince George has designated an Enterprise Zone on Route 460 near the Interstate 295/Route 460 intersection. Sussex County has applied to the Commonwealth's Department of Housing and Community Development to have its industrial park considered for Enterprise Zone status. The 2,000 acre park, located north of the town of Waverly, would continue the Industrial orientation of Route 460 as it crosses from Prince George County into Sussex. Other jurisdictions, such as Isle of Wight and Surry Counties, do not have Enterprise zones, but do have industrial parks within the study area. Isle of Wight County has expanded its Shirley T. Holland Industrial Park located just east of the Town of Windsor along Route 460. The park is zoned for light industry and commercial use and contains 100 acres of flat terrain. The park is currently home to Cost Plus World Market's east coast distribution center. The expanded park contains an additional 350 acres. The County's economic development program is committed to directing development to designated areas along transportation corridors, while preserving rural open space. The City of Suffolk also has an economic development program that has attracted light industry to areas of Northern Suffolk with good (outside the study area) transportation access—most noticeably the areas near the Monitor-Merrimack Memorial Bridge-Tunnel. Suffolk industrial parks have attracted large companies such as QVC, Lipton, Planters, Sara Lee, and most recently, a 1.5 million square foot distribution center for Target Stores. The City desires similar economic development within the study area portion of Suffolk, adjacent to Route 460. Finally, Surry County has also developed two industrial parks around the town of Surry. In the spring of 2004, the County government announced the arrival of Windsor Mill, a furniture manufacturing company, to its Surry Industrial Park.

1.3.7.3 Farmland and Forestry Preservation Policies

The Commonwealth of Virginia has good hardwood forests that are suitable for lumber and veneer production. These forests improve air and water quality, offer habitats for a variety of aquatic and terrestrial species, and provide excellent buffers between communities. As discussed within the Land Use and Transportation section, preservation is a priority in all jurisdictions. While some jurisdictions downzone rural areas for limited development (i.e. subdivisions with large lot sizes) others have pursued measures to ensure farm and forest preservation. For example, the portion of the City of Suffolk within the study area is currently zoned "rural residential," a class than can easily become suburban development. By rezoning it "rural estate," the rural land can only become large-lot subdivisions. And because the "rural estate" classification provides only water and no sewer, commercial and industrial uses are virtually eliminated. Some jurisdictions provide for specific conservation of agricultural and forested land uses. Isle of Wight County's plan calls for Rural/Agricultural Conservation Districts outside of village centers and Development Service Districts. Isle of Wight County's Rural/Agricultural Conservation Districts contain Agricultural and Forestal Districts, which are recognized by the Commonwealth, to preserve these land uses. Surry County's Land Development plan stresses the importance of agricultural preservation by restricting development on prime soil areas. The Plan does allow development of rural land, but that development must be "compatible" with agricultural uses.

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2.0 AFFECTED ENVIRONMENT: PARKLANDS

2.1 REGULATORY CONTEXT

This analysis was conducted in accordance with Section 4(f) of the Department of Transportation Act of 1966, Section 106 of the National Historic Preservation Act of 1966, and Section 6(f) of the Land and Water Conservation Fund Act of 1965.

Section 4(f) makes provisions for the preservation of public parks and recreational lands, wildlife and waterfowl refuges, and historic sites. Under Section 4(f), in order to gain approval for a project which uses the public lands mentioned above, it must be determined that “there is no feasible or prudent alternative to the use of the land,” and planning must “minimize harm” to the land (49 U.S.C. 303 and 23 CFR 771.135).

Section 6(f) applies to outdoor recreation lands where Land and Water Conservation funds (LWCF) were used for the planning, acquisition, or development of the property (16 USC 4620). The acquisition of LWCF land will require replacement of land and must be approved by the National Park Service / Department of the Interior (NPS/DOI).

2.2 METHODOLOGY AND ASSUMPTIONS

For purposes of the Study, parkland is defined as either: (1) any protected area under the jurisdiction of a municipal, state, federal, or conversation entity; or (2) a publicly-owned area where recreation or preservation is a primary function of resource; and (3) open to the public with little or de minimus fee. By definition, certain open spaces that may appear to be parklands are not because the land is privately owned. The following resources contributed information in locating and identifying types of parkland, recreation and open space resources in the Route 460 study area:

- Internet websites
- the 2002 Virginia Outdoors Plan
- the Nature Conservancy
- the Virginia Department of Conservation and Recreation (DCR)
- the Virginia Department of Game and Inland Fisheries
- Comprehensive plans of each jurisdiction

The following general types of parklands were identified:

- Federal and State Parklands
- Regional and Local Parks
- Wildlife Management Areas (where recreational opportunities exist)

2.3 DESCRIPTION OF RESOURCES

Recreational resources located in the study area are listed in Table 2.3-1 and shown on Figure 2.3-1.

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Table 2.3-1
STUDY AREA PARKLANDS

Map ID	Name of Site Name of Jurisdiction	Proprietor	Acreage	Amenities
1	Lake Prince City of Suffolk	City of Norfolk	777.0	Boating, fishing, boat ramp
2	Western Branch Reservoir City of Suffolk	City of Norfolk	1,579.0	Boating, fishing, boat ramp
3	Lake Burnt Mills Isle of Wight	City of Norfolk	610.0	Boating, fishing
4	Lake Meade City of Suffolk	City of Portsmouth	512.0	Boat ramp, boating, fishing
5	Kings Fork Athletic Field City of Suffolk	City of Suffolk	5.0	Baseball field, softball field
6	Lone Star Lakes City of Suffolk	City of Suffolk	490.0	Boat ramps
7	Lake Cohoon City of Suffolk	City of Portsmouth	510.0	Boat ramp, boating, fishing
8	Antioch Pines Natural Area Preserve Isle of Wight	DCR [§]	400.0	Preserve, no public facilities
9	Central County Park Isle of Wight	Isle of Wight County	262.0	County Fairgrounds
10	Municipal Park Town of Windsor, Isle of Wight	Town of Windsor	>1.0	Benches, picnic table, memorial [†]
11	Community Park Town of Windsor, Isle of Wight	Town of Windsor	>1.0	Gazebo [†]
12	Robinson Park Town of Windsor, Isle of Wight	Town of Windsor	0.33	Playground [†]
13	Windsor High School Town of Windsor, Isle of Wight	Isle of Wight County	3.0	Tennis Courts (lighted), baseball/softball field
14	Windsor Satellite School Town of Windsor, Isle of Wight	Isle of Wight County	3.0	Baseball/softball fields, 10,000 square foot building/gymnasium
15	Ballpark Town of Wakefield, Sussex	Town of Wakefield	11.4	Ballfield [†]
16	Dendron Swamp State Natural Area Preserve Surry	DCR [§]	179.0	Visitation by arrangement with steward.
17	Scott Memorial Park Prince George	Prince George County	8.0	Lighted baseball field, picnic pavilions, playground, basketball courts, open space [†]

Source: 2002 Virginia Outdoors Plan, Comprehensive Plans (†), the Virginia Department of Conservation and Recreation (§) correspondence with local and regional park authorities and resource websites.

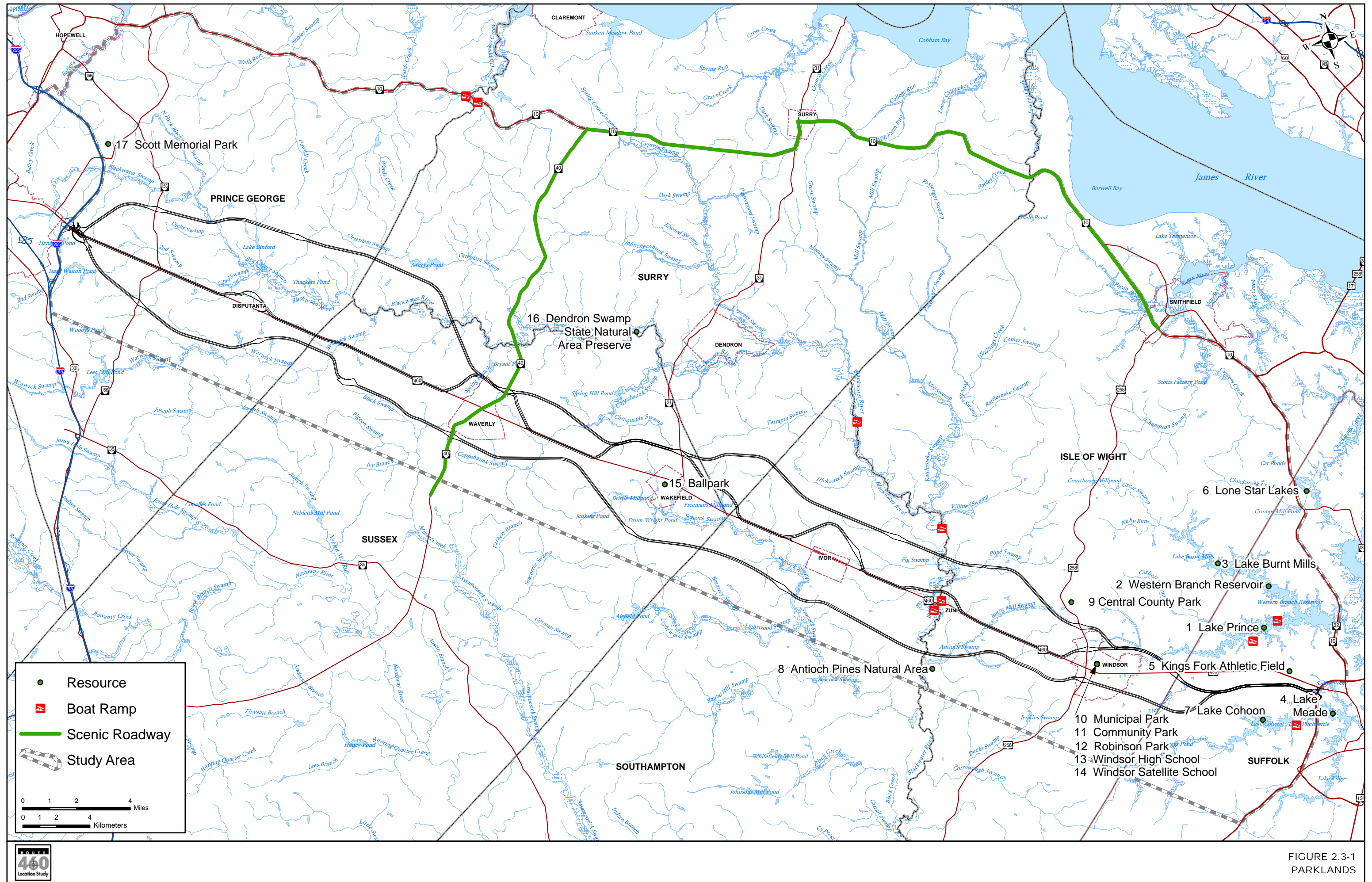


FIGURE 2.3-1
PARKLANDS

3.0 AFFECTED ENVIRONMENT: FARMLANDS

3.1 REGULATORY CONTEXT

The Farmlands Protection Policy Act (FPPA) enacted in 1981 (final rules published in 1994) requires a farmland impact evaluation for applicable, federally funded projects. Because the Route 460 study area will impact some areas considered to be rural and is not a categorically excluded project, coordination with the United States Department of Agriculture, Natural Resources Conservation Service (NRCS) is required through completion of a Farmland Conversion Impact Rating Form (Form NRCS-CPA-106).

The purpose of the FPPA is "to minimize the extent to which Federal programs contribute to the unnecessary and irreversible conversion of farmland to nonagricultural uses . . ." Should the NRCS determine that the proposed action would adversely affect farmland, the agency funding the proposed action is required to consider alternatives to lessen the effects.

The NRCS-CPA-106 Form is a tool used by the NRCS to evaluate the impact to soils the NRCS has designated as either prime, unique, statewide, or locally important. In accordance with the FPPA, the NRCS criteria for determining prime, unique, statewide, and locally important farmlands are based on soil type and slope, regardless of whether or not the land in question is currently used for agricultural purposes. Within each State, the NRCS District Conservationists are responsible for determining which soils are classified as such and are, therefore, afforded protection under the FPPA.

3.2 METHODOLOGY

The locations of soils determined to be prime, unique, statewide, or locally important were taken from the NRCS Soil Surveys for the counties of Isle of Wight, Southampton, Surry, Sussex, and Prince George along with the cities of Suffolk and Hopewell. The locations of these soils were entered into a Geographic Information System (GIS). Sussex County's prime farmland soil survey was not in digital format, therefore it was only entered within the corridor widths of each Candidate Build Alternative. The farmland conversions were determined on a county-by-county basis to facilitate completion of Form NRCS-CPA-106. The applicable sections of Form NRCS-CPA-106 were completed for each county and city based upon the impacts of the proposed alternatives. NRCS State and District Conservationists reviewed and completed the forms by assigning a relative value to each alternative's prime farmland soils.

3.3 PRIME FARMLAND SOILS

Prime farmland is one of the several kinds of important farmland identified by the U.S. Department of Agriculture (USDA). In Virginia, no distinction is made between prime farmland and unique, statewide, or locally important farmland. Table 3.1-1 lists the prime farmland soil types within the study area. Figure 3.1-1 depicts the locations of these soils within the study area.

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**Table 3.1-1
PRIME FARMLAND SOIL TYPES BY COUNTY FOR THE STUDY AREA**

Jurisdiction (study area only)	Prime Farmland Soil Types
City of Suffolk	Deloss mucky loam (prime farmland if drained) Dogue fine sandy loam, 0 to 2 percent slopes Dogue fine sandy loam, 2 to 6 percent slopes, eroded Dragston fine sandy loam (prime farmland if drained) Emporia fine sandy loam, 0 to 2 percent slopes Emporia fine sandy loam, 2 to 6 percent slopes, eroded Eunola loamy fine sand, 0 to 2 percent slopes Eunola loamy fine sand, 2 to 6 percent slopes Goldsboro fine sandy loam, 0 to 2 percent slopes Goldsboro fine sandy loam, 2 to 5 percent slopes, eroded Kalmia fine sandy loam, wet substratum, 0 to 2 percent slopes Kalmia fine sandy loam, wet substratum, 2 to 6 percent slopes Lynchburg fine sandy loam (prime farmland if drained) Nansemond loamy fine sand, 0 to 2 percent slopes Nansemond loamy fine sand, 2 to 6 percent slopes Rains fine sandy loam (prime farmland if drained) State fine sandy loam, 0 to 2 percent slopes State fine sandy loam, 2 to 6 percent slopes Tetotum fine sandy loam, 0 to 2 percent slopes Tetotum fine sandy loam, 2 to 6 percent slopes Tomotley loam (prime farmland if drained) Wahee silt loam (prime farmland if drained) Weston fine sandy loam (prime farmland if drained)
Isle of Wight County	Emporia fine sandy loam, 0 to 2 percent slopes Emporia fine sandy loam, 2 to 6 percent slopes Myatt fine sandy loam (prime farmland if drained) Slagle fine sandy loam, 0 to 2 percent slopes Slagle fine sandy loam, 2 to 6 percent slopes Yemassee fine sandy loam (prime farmland if drained)
Southampton County	Altavista fine sandy loam, 0 to 2 percent slopes, rarely flooded Altavista fine sandy loam, 2 to 6 percent slopes, rarely flooded Augusta sandy loam, 0 to 2 percent slopes, rarely flooded Bojac loamy sand, 2 to 6 percent slopes, rarely flooded Emporia fine sandy loam, 0 to 2 percent slopes Emporia fine sandy loam, 2 to 6 percent slopes Exum silt loam, 0 to 2 percent slopes

Jurisdiction (study area only)	Prime Farmland Soil Types
Southampton County (continued)	Munden loamy sand, 0 to 2 percent slopes, rarely flooded Munden loamy sand, 2 to 6 percent slopes, rarely flooded Myatt loam, 0 to 2 percent slopes (prime farmland if drained) Nansemond loamy fine sand, 0 to 2 percent slopes Nansemond loamy fine sand, 2 to 6 percent slopes Nimmo sandy loam, 0 to 2 percent slopes (prime farmland if drained) Rumford, Kenansville, and Uchee soils, 0 to 6 percent slopes Slagle fine sandy loam, 0 to 2 percent slopes Slagle fine sandy loam, 2 to 6 percent slopes State fine sandy loam, 0 to 2 percent slopes, very rarely flooded State fine sandy loam, 2 to 6 percent slopes, very rarely flooded Tomotley sandy loam, 0 to 2 percent slopes, rarely flooded (prime farmland if drained) Uchee loamy sand, 0 to 6 percent slopes Yemassee fine sandy loam, 0 to 2 percent slopes
Surry County	Bolling loam, 0 to 2 percent slopes Caroline silt loam, 2 to 6 percent slopes Craven fine sandy loam, 0 to 2 percent slopes Craven fine sandy loam, 2 to 6 percent slopes Craven-Slagle complex, 2 to 6 percent slopes Dogue loam, 2 to 6 percent slopes Emporia fine sandy loam, 0 to 2 percent slopes Emporia fine sandy loam, 2 to 6 percent slopes Exum silt loam, 0 to 3 percent slopes Jedburg loam, 0 to 2 percent slopes (prime farmland if drained) Kempsville fine sandy loam, 2 to 6 percent slopes Montross silt loam, 0 to 2 percent slopes Montross silt loam, 2 to 6 percent slopes Nahunta silt loam, 0 to 2 percent slopes (prime farmland if drained) Nansemond sandy loam, 0 to 4 percent slopes Newflat silt loam, 0 to 2 percent slopes (prime farmland if drained) Pamunkey fine sandy loam, 0 to 2 percent slopes Pamunkey fine sandy loam, 2 to 6 percent slopes Slagle fine sandy loam, 0 to 2 percent slopes Slagle fine sandy loam, 2 to 6 percent slopes Tetotum loam, 0 to 4 percent slopes Uchee loamy fine, 2 to 6 percent slopes
	Emporia loam, 0 to 2 percent slopes Emporia loam, 2 to 6 percent slopes

Jurisdiction (study area only)	Prime Farmland Soil Types
Sussex County	<p>Craven loam, 0 to 2 percent slopes</p> <p>Craven loam, 2 to 6 percent slopes</p> <p>Mattaponi sandy loam, 0 to 2 percent slopes</p> <p>Mattaponi sandy loam, 2 to 6 percent slopes</p> <p>Eulonia fine sandy loam, 0 to 2 percent slopes</p> <p>Eulonia fine sandy loam, 2 to 6 percent slopes</p> <p>Slagle fine sandy loam, 0 to 2 percent slopes</p> <p>Slagle fine sandy loam, 2 to 6 percent slopes</p> <p>Suffolk sandy loam, 0 to 2 percent slopes</p> <p>Suffolk sandy loam, 2 to 6 percent slopes</p> <p>Altavista fine sandy loam, 0 to 2 percent slopes</p> <p>Altavista fine sandy loam, 2 to 6 percent slopes</p> <p>Appling sandy loam, 2 to 7 percent slopes</p> <p>Bojac loamy sand, 0 to 2 percent slopes</p> <p>Bojac loamy sand, 2 to 6 percent slopes</p> <p>Georgeville silt loam, 2 to 7 percent slopes</p> <p>Helena loam, 2 to 7 percent slopes</p> <p>Herndon loam, 2 to 7 percent slopes</p> <p>Myatt sandy loam, 0 to 2 percent slopes (prime farmland if drained)</p> <p>Tomotley sandy loam, 0 to 2 percent slopes (prime farmland if drained)</p> <p>Augusta sandy loam, 0 to 2 percent slopes (prime farmland if drained)</p> <p>Slagle silt loam, 0 to 2 percent slopes</p> <p>Slagle silt loam, 2 to 6 percent slopes</p> <p>Faceville fine sandy loam, 0 to 2 percent slopes</p> <p>Faceville fine sandy loam, 2 to 6 percent slopes</p> <p>Weston sandy loam, 0 to 2 percent slopes (prime farmland if drained)</p> <p>Yemassee fine sandy loam, 0 to 2 percent slopes (prime farmland if drained)</p> <p>Coosaw loamy sand, 0 to 6 percent slopes</p> <p>State fine sandy loam, 0 to 2 percent slopes</p> <p>State fine sandy loam, 2 to 6 percent slopes</p> <p>Nansemond sandy loam, 0 to 2 percent slopes (prime farmland if drained)</p> <p>Nansemond sandy loam, 2 to 6 percent slopes (prime farmland if drained)</p> <p>Emporia loamy sand, 0 to 2 percent slopes</p> <p>Emporia loamy sand, 2 to 6 percent slopes</p> <p>Dragston sandy loam, 0 to 2 percent slopes (prime farmland if drained)</p> <p>Emporia loamy sand, 2 to 6 percent slopes</p> <p>Emporia sandy loam, 0 to 2 percent slopes, thick surface</p> <p>Emporia sandy loam, 2 to 6 percent slopes, thick surface</p> <p>Emporia loam, 0 to 2 percent slopes</p>

Jurisdiction (study area only)	Prime Farmland Soil Types
Sussex County (continued)	<p>Emporia loam, 2 to 6 percent slopes</p> <p>Craven loam, 0 to 2 percent slopes</p> <p>Craven loam, 2 to 6 percent slopes</p> <p>Emporia-Kempsville complex, 0 to 2 percent slopes</p> <p>Emporia-Kempsville complex, 2 to 6 percent slopes</p> <p>Mattaponi sandy loam, 0 to 2 percent slopes</p> <p>Mattaponi sandy loam, 2 to 6 percent slopes</p> <p>Eulonia fine sandy loam, 0 to 2 percent slopes</p> <p>Eulonia fine sandy loam, 2 to 6 percent slopes</p> <p>Slagle fine sandy loam, 0 to 2 percent slopes</p> <p>Slagle fine sandy loam, 2 to 6 percent slopes</p> <p>Suffolk sandy loam, 0 to 2 percent slopes</p> <p>Suffolk sandy loam, 2 to 6 percent slopes</p> <p>Uchee loamy sand, 2 to 6 percent slopes</p> <p>Altavista fine sandy loam, 0 to 2 percent slopes</p> <p>Altavista fine sandy loam, 2 to 6 percent slopes</p> <p>Appling sandy loam, 2 to 7 percent slopes</p> <p>Bojac loamy sand, 0 to 2 percent slopes</p> <p>Bojac loamy sand, 2 to 6 percent slopes</p> <p>Georgeville silt loam, 2 to 7 percent slopes</p> <p>Helena loam, 2 to 7 percent slopes</p> <p>Herndon silt loam, 2 to 7 percent slopes</p> <p>Myatt sandy loam, 0 to 2 percent slopes (prime farmland if drained)</p> <p>Tomotley sandy loam, 0 to 2 percent slopes (prime farmland if drained)</p> <p>Augusta sandy loam, 0 to 2 percent slopes (prime farmland if drained)</p> <p>Slagle silt loam, 0 to 2 percent slopes</p> <p>Slagle silt loam, 2 to 6 percent slopes</p> <p>Faceville fine sandy loam, 0 to 2 percent slopes</p> <p>Faceville fine sandy loam, 2 to 6 percent slopes</p> <p>Weston sandy loam, 0 to 2 slopes (prime farmland if drained)</p> <p>Yemassee fine sandy loam, 0 to 2 percent slopes (prime farmland if drained)</p> <p>State fine sandy loam, 0 to 2 percent slopes</p> <p>State fine sandy loam, 2 to 6 percent slopes</p> <p>Nansemond sandy loam, 0 to 2 percent slopes (prime farmland if drained)</p> <p>Nansemond sandy loam, 2 to 6 percent slopes (prime farmland if drained)</p> <p>Emporia loamy sand, 0 to 2 percent slopes</p> <p>Emporia loamy sand, 2 to 6 percent slopes</p> <p>Dragston sandy loam, 0 to 2 percent slopes (prime farmland if drained)</p>
Sussex County	Emporia loamy sand, 2 to 6 percent slopes

Jurisdiction (study area only)	Prime Farmland Soil Types
(continued)	Emporia sandy loam, 0 to 2 percent slopes, thick surface Emporia sandy loam, 2 to 6 percent slopes, thick surface
Prince George County	Argent silt loam (prime farmland if drained) Aycock silt loam, 0 to 2 percent slopes Aycock silt loam, 2 to 6 percent slopes Bolling silt loam Emporia fine sandy loam, 2 to 6 percent slopes Lynchburg loam (prime farmland if drained) Norfolk fine sandy loam Pamunkey loam, 0 to 2 percent slopes Pamunkey loam, 2 to 6 percent slopes Rains loam (prime farmland if drained) Slagle sandy loam, 0 to 2 percent slopes Slagle sandy loam, 2 to 6 percent slopes Wickham fine sandy loam, 0 to 2 percent slopes Wickham fine sandy loam, 2 to 6 percent slopes

Source: Natural Resources Conservation Service, United States Department of Agriculture

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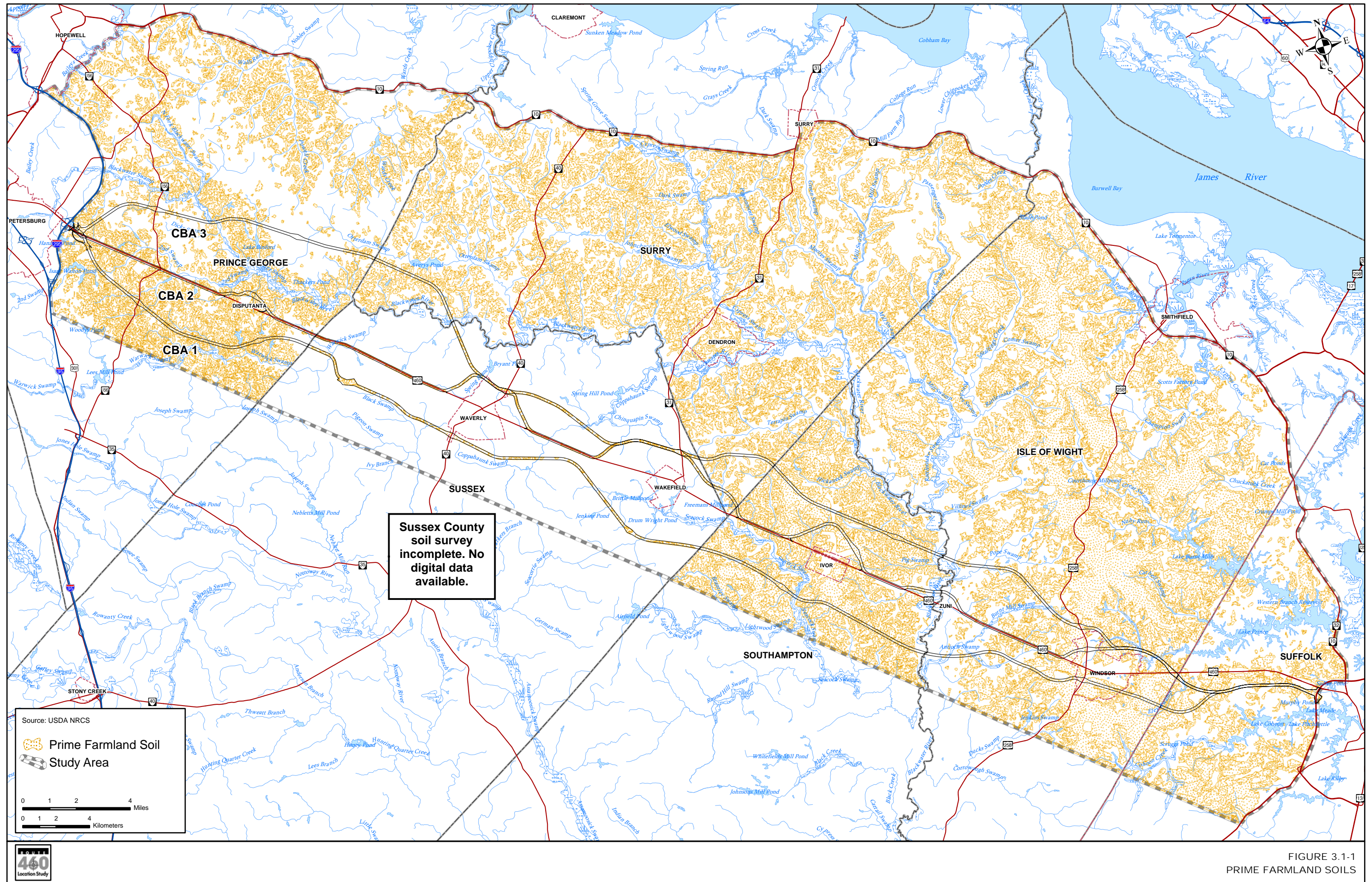


FIGURE 3.1-1
PRIME FARMLAND SOILS

3.4 FARMLAND USES AND PRODUCTION

Data on farmland use and production is only available at the county level (i.e. not specific to the study area). Table 3.4-1 lists the size of the agricultural land for jurisdictions within the study area. It also contains the major crops and livestock of each jurisdiction.

**Table 3.4-1
FARMLAND USES AND PRODUCTION FOR JURISDICTIONS WITHIN STUDY AREA**

Jurisdiction	Number of Farms (1997)	Acres in Farms (1997)	Harvested Cropland (acres) (1997)	Largest Crops, Livestock (2002)
Isle of Wight	190	88,030	21,283	Corn for grain Soybeans Beef cattle
Prince George	133	44,981	18,643	Corn for grain Wheat for grain
Southampton	277	185,496	90,109	Peanuts Corn for grain Soybeans Cotton
Surry	115	44,901	30,232	Peanuts Wheat for grain Beef cattle
Sussex	134	81,505	39,496	Soybeans Flue-Cured Tobacco Peanuts Cattle
City of Suffolk	218	76,222	54,216	Corn for grain Peanuts Soybeans Cattle

Source: Virginia Agricultural Statistics Service (<http://www.nass.usda.gov/va>)

All jurisdictions within the study area have a considerable amount of acreage devoted to agricultural purposes. Southampton County leads the jurisdictions with over 185,000 acres. It also has the most harvested cropland according to the Virginia Agricultural Statistics Service for 1997. Surry County has the lowest figures of the jurisdictions.

3.5 AGRICULTURAL AND FORESTAL DISTRICTS

The authority for the establishment of Agricultural and Forestal (A&F) Districts of Statewide Significance is derived from Title 15.2, Chapter 43 of the Code of Virginia, entitled "Agricultural and Forestal Districts Act." The authority for the establishment of A&F Districts of local significance is derived from Title 15.2, Chapter 44 of the Code of Virginia, entitled the "Local Agricultural and Forestal Districts Act."

The A&F District program is designed to preserve and protect open spaces, forested areas and agricultural lands in the state of Virginia. The program allows property owners who meet certain criteria to be taxed on the use value of their land rather than the market value. In exchange, those property owners agree to abide by the Ordinance Provisions adopted with the approval of their A&F District. These

provisions may include requirements for a Soil and Water Conservation Plan, a Forestry Management Plan, or commitments to address other environmental concerns. All district owners agree to no intensification of use on their land for the life of the District. This does not prohibit improvements to or establishment of agricultural uses, or subdivision of a parcel to allow the construction of an additional dwelling for a family member or working tenant. A&F Districts can either be of Local Significance or of Statewide Significance. Local districts must be at least 20 acres in size; statewide districts must be at least 200 acres in size.

Within the study area, only Isle of Wight County has A&F Districts. Table 3.5-1 lists the names of the A&F districts within the study area. Figure 3.5-1 shows the locations of the A&F districts in the study area.

Table 3.5-1
AGRICULTURAL AND FORESTAL
DISTRICT NAMES OR DESIGNATION LOCATED WITHIN THE STUDY AREA

Jurisdiction	A&F District Name	Area (acres)	Area (square miles)
Isle of Wight County	Courthouse	15,256.8	23.8
	Knoxville*	5,251.7	8.2
	Longview*	8,505.2	13.3

Source: Isle of Wight County

* The Knoxville and Longview A&F Districts have parcels located outside the study area.

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4.0 ENVIRONMENTAL CONSEQUENCES: LAND USE

This chapter addresses potential environmental consequences of the No-Build, TSM, and Candidate Build Alternatives (CBAs) on existing and future land uses and proposes measures to mitigate these impacts. Each alternative is also evaluated for its compatibility with local land use plans and policies. For the CBAs, impact areas were determined based on two widths:

- a 500-foot wide Planning Corridor
- a smaller, Design Corridor estimated from the typical roadway section and proposed construction limits.

The Design Corridor is 230 feet wide for CBAs 1, 3, and the sections of CBA 2 on new location. For sections of CBA 2 along the existing Route 460 alignment, the proposed Design Corridor is 140 feet wide. Both corridor widths increase at proposed interchanges (CBAs 1, 2 and 3) and at-grade intersections (CBA 2) to provide necessary access to cross streets and highways.

Impact analyses relied on methods and assumptions detailed in the associated technical reports referenced throughout this chapter. For resources that involve direct, quantitative measurements, impact estimates are provided for both the Planning Corridor and Design Corridor. The greater width of the Planning Corridor provides flexibility to further reduce or avoid impacts during final design. All study approvals, such as the location decision or the Record of Decision, would be based on this wider corridor. The impacts identified for the Design Corridor provide an example of what project impacts for each CBA may be after the design change and are presented for information purposes. Resource impacts that are stated qualitatively do not include this breakdown and are presented for the CBA only.

4.1 LAND USE CONSEQUENCES: CLASSIFICATION

4.1.1 Existing Land Use Consequences: Classification

The existing land use classifications were derived from the land use coverages provided by the USGS (Anderson, 1984). As explained in Section 1.1, the Anderson land use mapping was adjusted according to 2002 aerial photos prepared by the Virginia Geographic Information Network (VGIN) for areas near the CBAs. The adjustment reflects the changes in land use between 1976 and 2002, mainly the conversion of farmland and forest land to urban or built-up land.

GIS software was used to determine the acreage of each land use impacted by each Build Alternative. In the ArcGIS software package, the layer (or shapefile, depending on which version of ArcView or ArcGIS is used) containing the study area land uses were “clipped” by each CBA. A calculation function was performed to summarize impacted land use classifications.

4.1.2 Future Land Use Consequences: Classification

The future land use classifications were derived from respective County and City comprehensive plans. These plans were manually converted to a GIS layer (or shapefile) which correspond to the area of the “planning corridor” for each CBA. A calculation function was performed to summarize impacted land use classifications.

4.2 EXISTING LAND USE CONSEQUENCES

Table 4.2-1 indicates the acres of existing land use that would be converted to transportation use by each Candidate Build Alternative.

4.2.1 No Build Alternative

Although the No-Build Alternative may require small amounts of new right-of-way for implementation of programmed projects, it would not substantially affect or change existing land use.

4.2.2 TSM Alternative

Similarly, despite small right-of-way requirements, the TSM Alternative would not substantially change existing land use.

4.2.3 Build Alternatives

The total area of converted land is similar for each CBA's Planning Corridor due to the comparable lengths and identical widths. CBA 2 has a smaller total area of Design Corridor impacts (by over 270 acres) due to the narrower typical section of the proposed improvements located on the existing Route 460 alignment.

Each CBA would convert land currently classified as agricultural or forest the most.

- CBA 1 would convert the most forest and wetland (2,215 acres Planning Corridor / 1,153 acres Design Corridor), while CBA 2 would convert the least (1,420 acres Planning Corridor / 617 acres Design Corridor).
- CBA 2 would convert the most agricultural land (1,237 acres Planning Corridor / 557 acres Design Corridor), while CBA 1 would convert the least (965 acres Planning Corridor / 517 acres Design Corridor).
- CBA 2 would convert the largest amount of residential land (340 acres Planning Corridor / 129 acres Design Corridor). CBA 3 would convert the least (155 acres Planning Corridor / 74 acres Design Corridor).
- CBA 2 would also convert the largest amount of land currently classified as commercial (120 acres Planning Corridor / 32 acres Design Corridor). Although three acres are impacted in the Planning Corridor, CBA 3 would not convert any existing commercial land in the Design Corridor.

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Table 4.2-1
IMPACTED LAND USE ACREAGE BY CANDIDATE BUILD ALTERNATIVE

Alternative Area of Impact Land Use	No Build	TSM	CBA 1		CBA 2		CBA 3	
			Planning Corridor	Design Corridor	Planning Corridor	Design Corridor	Planning Corridor	Design Corridor
Residential	0	0	195	113	340	129	155	74
Commercial	0	0	20	7	120	32	3	0
Industrial	0	0	0	0	36	9	0	0
Agricultural*	0	0	965	517	1,237	557	1,229	707
Forest[§]	0	0	2,184	1,140	1,370	599	1,931	998
Wetland[†]	0	0	30	14	50	18	56	25
Other[‡]	0	0	62	31	294	205	66	37
Total	0	0	3,456	1,822	3,447	1,549	3,440	1,842

Source: USGS, Parsons Brinckerhoff

*includes Cropland and Pasture, Confined Feeding Operations, and Other Agricultural Land

§ includes Evergreen Forest, Deciduous Forest, Mixed Forest Land.

† includes Forested Wetland and Non-forested Wetland

‡ includes all water bodies, strip mines, transitional areas, utilities, other urban/built-up land, strip mines, and unclassified lands as defined by A Land Use and Land Cover Classification System for Use with Remote Sensing Data, James R. Anderson, et al.

4.3 FUTURE LAND USES

Impacts to proposed future land use were derived from the land uses proposed in each jurisdiction's comprehensive plan. In some instances the future conditions are the same or similar to existing land uses. The land classifications for future land uses differ among the individual comprehensive plans. To summarize impacts to proposed future land uses, land use classifications were aggregated with similar classifications used by other jurisdictions. Table 4.3-1 identifies impacted acreage based upon the proposed future land uses.

4.3.1 No Build Alternative

No changes to the proposed future land uses would result from the No-Build Alternative.

4.3.2 TSM Alternative

No changes to the proposed future land uses would result from the TSM Alternative.

4.3.3 Build Alternatives

The majority of the future land use impacted by each CBA is classified as agricultural and forest land in local comprehensive plans. Several comprehensive plans combine forest, agriculture, and open space into one category. CBA 1 would convert the most agricultural and forested land (2,646 acres Planning Corridor / 1,401 acres Design Corridor), while CBA 2 would convert the least (1,548 acres Planning Corridor / 767 acres Design Corridor). CBA 2 would convert the largest amount of proposed future residential land (460 acres Planning Corridor / 252 acres Design Corridor), while CBA 1 would convert the least (303 acres Planning Corridor / 180 acres Design Corridor). Impacts to Special District land, which refers to areas targeted for industrial and/or commercial use, are similar in magnitude to the impacts to future residential lands. Many of these areas are along the existing Route 460, resulting in the highest

impacts to Special Districts on CBA 2 (513 acre Planning Corridor / 216 Design Corridor). CBA 1 would impact the least amount of Special Districts. Future industrial land would also located primarily along existing Route 460, resulting in high impacts for CBA 2 (615 acres Planning Corridor / 212 acres Design Corridor).

**Table 4.3-1
IMPACTED FUTURE LAND USE ACREAGE BY CANDIDATE BUILD ALTERNATIVE**

Alternative Area of Impact Land Use	No Build	TSM	CBA 1		CBA 2		CBA 3	
			Planning Corridor	Design Corridor	Planning Corridor	Design Corridor	Planning Corridor	Design Corridor
Residential	0	0	303	180	460	252	381	236
Commercial	0	0	0	0	159	55	0	0
Industrial	0	0	219	105	615	212	159	72
Agricultural/Forest*	0	0	2,646	1,401	1,548	767	2,384	1,217
Conservation [†]	0	0	109	50	141	41	117	54
Special District [‡]	0	0	179	86	513	218	399	262
Other [§]	0	0	0	0	11	4	0	0
Total	0	0	3,456	1,821	3,447	1,549	3,440	1,841

* Agricultural, Forest, and Open Space are combined in comprehensive plans.

† includes Environmentally Sensitive Areas (PG) , Conservation Districts (Sussex) and Conservation/Wetland districts (Windsor)

‡ includes Development Service District (Isle of Wight) and Opportunity Districts (PG)

§ includes Public/Semi-Public Land (PG, Windsor) and community parks (Windsor)

4.4 COMPATIBILITY WITH LOCAL COMPREHENSIVE PLANS

The study area jurisdictions' comprehensive plans were written before the initiation of the Route 460 Location Study and therefore do not include specific consideration of the Candidate Build Alternatives. Some jurisdiction plans mention an improved Route 460 in the future; however the scale of the CBAs is larger than what is assumed in the plans. This section summarizes policies of the comprehensive plans and discusses the consistency of each CBA with the policies described in the plans.

Consistency was discussed through review of comprehensive plan policies and meetings with local planning staff representatives and/or elected officials. The meetings provided local government input regarding each CBA. During the consistency review, the location of each CBA corridor was compared to the policies within each jurisdiction. Consideration was given to issues such as the types and intensities of proposed future land uses, desirability and proposed locations of future economic development, and the desirability of land preservation in agricultural, forest or open space. Consistency review also included consideration of the transportation goals and objectives for each jurisdiction.

4.4.1 No-Build Alternative

The No-Build Alternative would generally not be consistent with the jurisdictions' transportation goals and policies identified in comprehensive plans. The comprehensive plans for all the jurisdictions indicate the need for an improved Route 460 due to safety and/or hurricane evacuation concerns. As a minimum improvement, comprehensive plans identify necessary improvements to the current Route 460 (turning lanes, medians, grading to prevent flooding, etc.). These minimum roadway improvements are more than those proposed in the No Build Alternative.

4.4.2 TSM Alternative

The TSM Alternative includes improvements to Route 460 that are generally consistent with the minimum safety improvements cited in the comprehensive plans, however the TSM improvements are less substantial than safety and hurricane evacuation concerns raised in the jurisdiction comprehensive plans. The TSM Alternative does not provide additional hurricane evacuation capacity, nor does it provide wider travel lanes.

4.4.3 Build Alternatives

The build alternatives each provide transportation improvements that are generally consistent with the transportation goals listed in the comprehensive plans for each jurisdiction. The following sections discuss consistency of each CBA with the future land use policies identified for each jurisdiction.

4.4.3.1 City of Suffolk

All three CBAs have the same alignment through the City of Suffolk. The alignment is on a location south of existing Route 460 in an area designated for continued development. The zoning of the areas along the major transportation corridors suggests that all three CBAs would be consistent with the City's Comprehensive Plan. Away from the alignment of the CBAs, the City's Comprehensive Plan calls for reducing the amount of land currently zoned "rural residential." This will occur by rezoning the "rural residential" zones to "rural estate" or "agricultural", zones, thereby reducing the density of development (refer to Section 1.3.1).

4.4.3.2 Isle of Wight County and the Town of Windsor

The CBAs would traverse areas designated "rural/agricultural conservation district" and "development service district" (DSD). In order to maintain consistency in the analysis of future land use impacts, the "rural/agricultural conservation district" is classified "agricultural" and the DSD is classified "industrial" in Table 4.3-1. The "rural/agricultural conservation district" is located in the western half of the CBA alternatives, while the DSD containing the Town of Windsor, is located on the eastern half.

DSDs are identified as areas that "have served and are expected to continue to serve as the principal residential, commercial, and employment centers of the County" (*Isle of Wight County Comprehensive Plan*). DSDs provide "opportunity to put in place the kind of services required by development . . . [such as] an existing or planned transportation system that can accommodate the movement of people and goods. . ." (*Isle of Wight County Comprehensive Plan*, 4.25).

CBA 1 is generally consistent with the land use goals of the Town of Windsor. CBA 1 would cross into the Windsor DSD and planned industrial land use areas. It crosses a considerable amount of land where future development is encouraged. The comprehensive plan states "Areas along the Route 460 corridor and Norfolk and Southern rail line have strong potential for future industrial development" (*Isle of Wight County Comprehensive Plan*, 4.26). Within Isle of Wight County, CBA 1 crosses a small amount of land designated as Agricultural and Forestal District. According to the County comprehensive plan, "...the majority of future County growth should be directed away from rural and agriculturally dominated areas and instead be guided to designated Development Service Districts" (*Isle of Wight County Comprehensive Plan*, 3.14).

CBA 2 would cross into Windsor, through Conservation Development, Resource Conservation (wetland), and the Town Growth part of the DSD (*Isle of Wight County Comprehensive Plan*). It would cross Agricultural/Forestal, Conservation (wetland), and in between two residential land uses in Windsor at the intersection with Route 258. Although the Town plan suggests that residential areas should have good access to arterial roads, it also states "High-volume circulation needs should be met without disrupting the lower density neighborhoods around the town." Therefore, although CBA 2 would be located in the DSD

and would likely support growth within the DSD, the location of CBA 2 between two residential land uses may not be consistent with the local comprehensive plan for Windsor.

CBA 3 would avoid Windsor completely, and would cross into rural areas of Isle of Wight County, located outside the Windsor DSD. CBA 3 would provide access to the Windsor DSD, however, it would be located further away from the DSD than either CBA 1 or CBA 2. CBA 3 does have an impact to an Agricultural and Forestal District, but the impact is less than that of CBA 1. These two issues make CBA 3 appear less consistent with the Isle of Wight and Windsor comprehensive plans than CBA 1 or CBA 2.

4.4.3.3 Southampton County

The goal of the County's future land use plan is to "encourage the separation of major growth areas from rural areas" (*Southampton County Comprehensive Plan*). Corridor and cluster development is an increased focus in future development. Land immediately adjacent to Route 460 is planned for development throughout most of the County. However, the portions along Route 460 near the county borders will be zoned rural and/or agricultural (refer to Section 1.3.3).

The following Implementation Strategies discuss the need for reliable transportation in the County with access to economically vital areas, including areas planned for development:

Implementation Strategy d: "Support State transportation policies which improve the appearance, safety, and capacity of the major thoroughfares..."

Implementation Strategy e: "Support State highway policies which relieve present traffic congestion through the provision of adequate facilities and levels of service" (*Southampton County Comprehensive Plan, IX-17*).

Implementation Strategy h: "Choose locations for industries according to the requirements of the industry, some of which cannot be known in advance, but generally with attention to availability of transportation facilities and utilities and Consistency with existing and future development in the surrounding area" (*Southampton County Comprehensive Plan, IX-10*).

Because most of the County's commercial and industrial areas are along existing Route 460, and CBA 2 would occupy most of present-day Route 460, CBA 2 could be considered consistent with local comprehensive plans. CBA 1 and CBA 3 would be located on land designated as "Open Space" throughout the County, however they would still provide access to planned development along existing Route 460, and are therefore also consistent with the plan.

4.4.3.4 Surry County

According to the Surry County land plan, future land uses will allow the growth of commercial, industrial, and residential zones provided that agricultural and forested land uses are preserved (refer to Section 1.3.4). The following excerpts support transportation facilities that would contribute to the growth of the County.

"Objective: Locate industrial development on suitable sites to maximize the benefits to both industry and the county..... (c.) means: Zoning regulations and other land use controls should assure that sites are capable of being served by public facilities, have adequate highway access and are consistent with nearby uses " (*Surry County Land Development Plan, 37*).

"Goal: Encourage orderly, convenient and consistent commercial development. Goal: Encourage location of commercial areas carefully considering relation to other land uses. (5) Policy: permit a limited number of highway commercial areas near access points of Routes 10, 31, 40" (*Surry County Land Development Plan, 39*).... (B) "Objective: Provide

a transportation system of the maximum efficiency and effectiveness.... (2) Maximize the effectiveness of all new or reconstructed transportation facilities and systems.... (a.) means: Configure land development patterns so that new transportation facilities correct old deficiencies and provide new benefits” (*Surry County Land Development Plan, 46*).

CBA 1 does not provide direct access to Surry County, however CBAs 2 and 3 would have an interchange that would serve the County (via Route 41). CBA 2 and 3 would be generally consistent with the Surry comprehensive plan goals cited above.

4.4.3.5 Sussex County and the Town of Waverly

In Sussex County the comprehensive land use plan along Route 460 proposes industrial development between Wakefield and Waverly, and to the west of Waverly. Commercial uses are planned for areas east of Wakefield. Residential zones surround the town of Wakefield and are located along secondary highways north of Route 460. The following excerpt discusses specific goals along existing Route 460:

“Goal: to increase industrial and economic development activities within the General Mahone Highway Planning Area...Implementation strategies:...Identify areas suitable for industrial development along General Mahone Highway...and adjacent to Norfolk and Southern Railroad....Develop an industrial park along General Mahone Highway and extend both water and sewer utilities to the industrial park site” (*Sussex County Comprehensive Plan, XI-11*).

Because CBA 2 would occupy most of present-day Route 460, CBA 2 is consistent with the comprehensive plans. Although CBA 1 and CBA 3 are located on new location, they would also provide access to planned economic development along existing Route 460, and are also generally consistent with the comprehensive plans.

4.4.3.6 Prince George County

Increased industrial uses are planned along the length of Route 460 and on the south side of Interstate 295. The county has identified “opportunity districts” at the Route 460/Interstate 295 intersection; along most of Route 460; and along Interstates 295 and 95. Refer to section 1.3.6 for more information on the future land use goals of Prince George County.

Each CBA would be generally consistent with the County’s future land use goals. Planned growth areas, such as the area surrounding the Prince George Municipal Complex, the industrial park, and new residential areas, would be accessible to each CBA (each CBA would access different growth areas). The following plan excerpts suggest consistency with the CBAs:

Goal: To provide a safe and efficient transportation system for Prince George County....Objectives: . . . Ensure that all established growth areas in Prince George County are connected by arterial highways” (*Prince George County Comprehensive Plan, 89*).

“Commercial and industrial activities can be expected to develop in areas of the county adjacent to major interchanges and along U.S. Route 460” (*Prince George County Comprehensive Plan, 91*).

Although each CBA is consistent with the comprehensive plan, the location of designated “opportunity districts” suggests that CBA 2 could be considered more consistent with the current comprehensive plan due to its partial use of the existing right of way. Opportunity districts are “... prime areas for intensive development, either industrial or commercial. They are located primarily along the Route 460 corridor” (*Prince George County Comprehensive Plan, 92*).

5.0 ENVIRONMENTAL CONSEQUENCES: PARKLANDS

The No Build and TSM Alternative would not impact any parklands or open space easements. Similarly, none of the CBAs would directly impact property used for parklands or open space easements. See the Land Use, Farmlands, and Parklands Technical Report (VDOT, 2005) for more information related to these resources.

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6.0 ENVIRONMENTAL CONSEQUENCES: FARMLANDS

The Farmland Protection Policy Act (FPPA) requires that federal actions identify and consider adverse affects on protected farmland. According to the FPPA, protected farmland includes prime farmland soils, unique soils, or statewide or locally important soils. In Virginia, the NRCS makes no distinction between prime farmland soils and unique, statewide, or locally important soils.

6.1 PRIME FARMLAND CONSEQUENCES

6.1.1 No-Build Alternative

The No-Build Alternative would not convert existing prime farmland soils.

6.1.2 TSM Alternative

The TSM Alternative would not convert existing prime farmland soils.

6.1.3 Build Alternatives

VDOT coordinated with the NRCS to assess the impacts of the project to farmlands in the study area. NRCS-CPA-106 forms were completed to determine the Farmlands Conversion Impact Rating for the project. The Farmland Conversion Impact Rating is based on an assessment of the quality of the prime farmlands soils in the area of the project and an assessment of the suitability of the land in the corridor for protection of farmland. The FPPA states that “increasingly higher levels of consideration for protection” be given to farmlands impacted by projects that have a Farmland Conversion Impact Rating exceeding a total score of 160. Each alternative scored below 160 and, therefore, no further action is recommended to mitigate farmland conversion. The NRCS-CPA-106 forms are provided in the Appendix of this report.

Construction of any of the CBAs would convert land underlain by prime farmlands soils to roadway surface and right-of-way. Areas of prime farmland soils converted are presented in Table 6.1-1. The majority of the prime farmland soil conversions would occur in Sussex County, with impacts as high as 725 acres in the Planning Corridor of CBA 1 (as high as 302 acres in the Design Corridor with CBA 3). The CBA that would have the greatest potential conversion of prime farmland soils is CBA 1 with over 2,000 converted acres in the Planning Corridor (1,145 acres in Design Corridor).

**TABLE 6.1-1
ACRES OF PRIME FARMLAND SOILS CONVERTED**

Jurisdiction	Converted Area (acres)					
	CBA 1		CBA 2		CBA 3	
	Planning Corridor	Design Corridor	Planning Corridor	Design Corridor	Planning Corridor	Design Corridor
Isle of Wight County	264	138	240	125	301	189
Prince George County	423	248	266	114	172	98
Southampton County	465	245	364	199	390	219
Surry County	0	0	34	17	197	90
Sussex County	725	411	705	300	533	303
City of Suffolk	231	104	170	78	170	78
TOTAL	2,108	1,146	1,779	833	1,762	978

6.2 IMPACTS TO FARMLAND USES AND PRODUCTION

6.2.1 Calculation of Farmlands Impacts

Farmlands impacts were based on a ratio of average market value per acre for each jurisdiction of the study area. The following section describes this process in more detail.

Data Sources

Data used for the original calculations come from parcel data supplied from the individual jurisdictions combined into one GIS shapefile (a document format of the ArcView software program). The data was converted from a GIS file to a Microsoft Excel worksheet. Data supplied from the 2002 Census of Agriculture performed by the National Agricultural and Statistical Service (NASS). (<http://www.nass.usda.gov/census/census02/profiles/va/index.htm>) The following data is listed:

- number of farms
- land in farms
- average size of farm (used in this analysis).
- market value of production (total)
- market value of production (average per farm) (used in this analysis).
- government payments (total)
- government payments (average per farm)

Methodology

The acreage of impacted farmland was modified with VGIN aerial photography to determine farmland in active use. The final number generated is the true acreage of actively farmed land. The average rate of production was calculated by dividing average production (in \$) by average size of farm (acres). That information was obtained from the NASS documents described above. The true acreage of actively farmed land was multiplied by the average rate to determine total financial impact.

6.2.2 Displaced Farms and Loss of Farmland Production

Table 6.2-1 shows the number of farms that would be replaced under each CBA. The No Build Alternative and the TSM Alternative would have no impact to farmland uses. CBA 3 would displace the most number of farms (nine farms in the corridor / six farms in the Design Corridor). CBA 2 would have the second highest number with seven displaced farms in the corridor / five farms in the Design Corridor. No jurisdiction in any alternative has more than three displaced farms. Although the build alternatives would cause some lost tax revenue, the small number of farm displacements would not result in a large impact to farm uses or production.

**TABLE 6.2-1
DISPLACED FARMS**

Jurisdiction	Number of Displaced Farms					
	CBA 1		CBA 2		CBA 3	
	Planning Corridor	Design Corridor	Planning Corridor	Design Corridor	Planning Corridor	Design Corridor
Isle of Wight County	3	0	1	1	3	3
Prince George County	0	0	2	2	0	0
Southampton County	3	0	0	0	1	1
Surry County	0	0	0	0	1	0
Sussex County	0	0	1	0	1	0
City of Suffolk	0	0	3	2	3	2
TOTAL	6	0	7	5	9	6

Table 6.2-2 depicts the loss of economic revenue from the conversion of farmland. CBA 3 would result in the greatest loss of revenue due to farmland conversion with over \$837,000 lost farmland revenue in the Planning Corridor (\$533,000 in the Design Corridor). At the Planning Corridor level, CBA 1 would have the smallest impact with almost \$590,000 in lost farmland revenue. At the Design Corridor level, CBA 2 would have the smallest impact with approximately \$300,000 in lost farmland revenue.

**Table 6.2-2
LOSS OF FARMLAND PRODUCTION**

Jurisdiction	Loss of productivity					
	CBA 1		CBA 2		CBA 3	
	Planning Corridor	Design Corridor	Planning Corridor	Design Corridor	Planning Corridor	Design Corridor
Isle of Wight County	\$134,051	\$173,833	\$282,300	\$77,312	\$247,720	\$148,734
Prince George County	\$14,180	\$13,633	\$35,045	\$11,777	\$10,647	\$11,777
Southampton County	\$117,277	\$32,356	\$24,731	\$9,614	\$138,300	\$126,315
Surry County	\$0	\$0	\$0	\$0	\$22,967	\$10,479
Sussex County	\$156,106	\$29,847	\$115,421	\$49,206	\$193,493	\$83,987
City of Suffolk	\$167,693	\$76,183	\$224,345	\$152,244	\$224,345	\$152,244
TOTAL	\$589,308	\$325,851	\$681,841	\$300,153	\$837,471	\$533,535

Source: Michael Baker, Jr., Inc.

6.3 AGRICULTURAL AND FORESTAL DISTRICT CONSEQUENCES

6.3.1 No-Build Alternative

The No-Build Alternative would have no impact on Agricultural and Forestal Districts.

6.3.2 TSM Alternative

The TSM Alternative would have no impact on Agricultural and Forestal Districts.

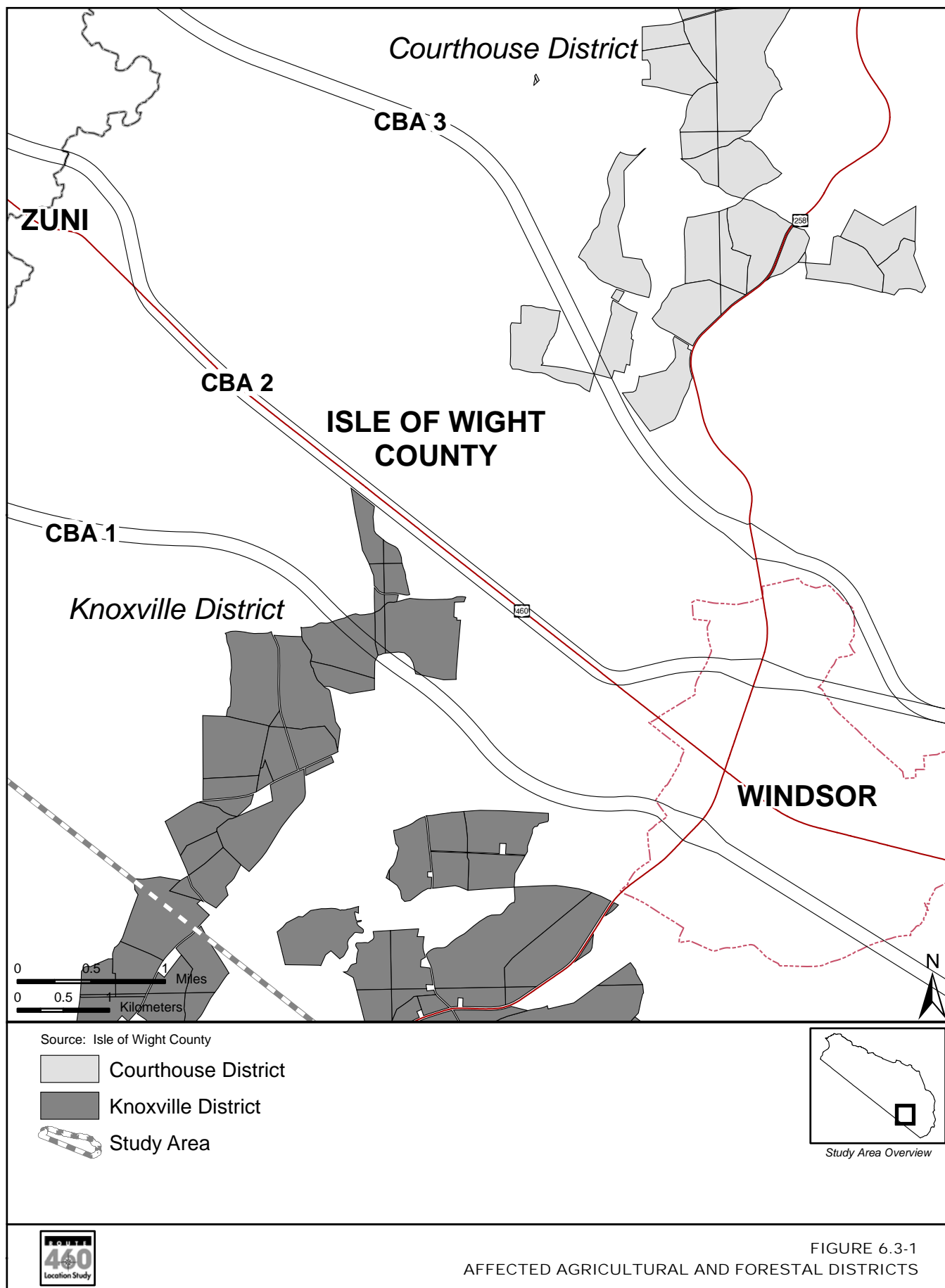
6.3.3 Build Alternatives

Figure 6.3-1 shows the locations of CBAs relative to A&F Districts. CBA 1 traverses a portion of the Knoxville District. The Courthouse District, to the north of the Knoxville District and the Town of Windsor. CBA 3 impacts roughly six acres (2.5 acres in the Design Corridor) of this District.

To use A&F District land for roadway improvements, conversion of land in the A&F District would be required. This is a local process conducted separately for each jurisdiction containing the affected land. The process includes verification of a legitimate reason to remove the land for the District, followed by a public hearing by the local Planning Commission, and approval by the local Board of Supervisors. A threshold of one acre from an individual farm or ten acres from an entire district must be met in order for a local Board of Supervisors to take action. CBA 2 would not require any conversion. The impacts of CBA 3 would be below the total the threshold for total impact but meets the threshold for individual farm impact, requiring Board of Supervisors approval.

**TABLE 6.3-1
AFFECTED AGRICULTURAL AND FORESTAL DISTRICTS**

Agricultural and Forestal District Name	Impacted Area (acres) of Agricultural / Forestal Districts					
	CBA 1		CBA 2		CBA 3	
	Planning Corridor	Design Corridor	Planning Corridor	Design Corridor	Planning Corridor	Design Corridor
Courthouse	0	0	0	0	5	3
Longview	0	0	0	0	0	0
Knoxville	23	10	0	0	0	0
Isle of Wight County/Total	23	10	0	0	5	3



7.0 REFERENCES

- American Association of State Highway and Transportation Officials (AASHTO). "A Policy on Geometric Design of Highways and Streets". 2001. p. 8.
- Anderson, James R., Ernest E. Hardy, John T. Roach, and Richard E. Witmer. 1976. "A Land Use and Land Cover Classification System With Remote Sensor Data". Washington, D.C.: U.S. Government Printing Office.
- City of Suffolk, Virginia. *2018 Comprehensive Plan*. Prepared by LDR International, et al. Adopted March 25, 1998.
- County of Isle of Wight, Virginia. Board of Supervisors Resolution. August 7, 2003.
- County of Isle of Wight, Virginia. Comprehensive Plan. Adopted June, 2001.
- County of Prince George, Virginia. Comprehensive Plan Update. Adopted May 25, 1999.
- County of Surry, Virginia. Land Development Plan. Adopted November 21, 1974.
- County of Sussex, Virginia. *1997 Comprehensive Plan Update*. Prepared by William C. Overman Associates. Adopted November 20, 1997.
- Southampton County, Virginia. Vision 2020: 2000 Comprehensive Plan Update. Adopted August 27, 2001.
- Town of Waverly Planning Commission, with assistance from the Crater Planning District Commission, Town of Waverly Comprehensive Plan. Adopted 2002.
- Town of Windsor Planning Commission, Town of Windsor Virginia Comprehensive Plan_(2003-2023). Adopted June, 2003.
- Tri-Cities MPO (Crater Planning District Commission). Tri-Cities Area Unified Transportation Planning Work Program FY 2003. May 2002.
- United States Code (U.S.C.). Intermodal Surface Transportation Efficiency Act of 1991, Section 1105(c) (3). 1991.
- United States Code (U.S.C.). Intermodal Surface Transportation Efficiency Act of 1991, Section 1105 (b). 1991.

APPENDIX
NRCS-CPA-106 FORMS

Route 460 Location Study

Land Use, Parklands, Farmlands
Technical Report

United States Department of Agriculture



310 Shea Drive
Chesapeake, VA 23322
Phone: (757) 547-7172
Fax: (757) 436-0285

RECEIVED

MAR 28 2005

**PARSONS BRINCKERHOFF
NORFOLK, VA OFFICE**

3/25/2005

To: Joseph Curtis
Parsons Brinckerhoff Quade and Douglas, Inc.
6161 Kempsville Circle
Suite 110
Norfolk, Virginia 23502

Re: CPA -106 form

Attached is the information you requested in regards to the 460 location study. Thanks
for your assistance in compiling the information

A handwritten signature in black ink, appearing to read "Greg Hammer", is written over a horizontal line.

Greg Hammer
Soil Scientist
USDA-NRCS

The Natural Resources Conservation Service provides leadership in a partnership effort to help people
conserve, maintain, and improve our natural resources and environment.

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FARMLAND CONVERSION IMPACT RATING

FOR CORRIDOR TYPE PROJECTS

PART I (To be completed by Federal Agency)		3. Date of Land Evaluation Request	4. Sheet 1 of 2
1. Name of Project Route 460 Location Study	5. Federal Agency Involved Federal Highway Administration		
2. Type of Project	6. County and State Prince George, Sussex, Southampton, Surry, Isle of Wight Counties and Suffolk, VA		
PART II (To be completed by NRCS)		1. Date Request Received by NRCS	2. Person Completing Form Greg Hammer
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply – Do not complete additional parts of this form). Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>		4. Acres Irrigated na	Average Farm Size 425 acres
5. Major Crop(s) soybeans	6. Farmable Land in Government Jurisdiction Acres: 516,800 %	7. Amount of Farmland as Defined in FPPA Acres: 516,800 %	
8. Name of Land Evaluation System Used LeE of the LESA	9. Name of Local Site Assessment System NA	10. Date Land Evaluation Returned by NRCS 3-26-05	

PART III (To be completed by Federal Agency)

	Alternative Corridor Option			
	No-Build	TSM	CBA 1 (Corridor)	CBA 1 (ROW)
A. Total Acres To Be Converted Directly (does not include Sussex County)	0	2	1,434.74	760.08
B. Total Acres To Be Converted Indirectly, Or To Receive Services	0	0	0	0
C. Total Acres In Corridor	0	2	3,455.81	1,821.45

PART IV (To be completed by NRCS) Land Evaluation Information

A. Total Acres Prime and Unique Farmland			2,108	1,145
B. Total Acres Statewide and Local Important Farmland	-	-	-	-
C. Percentage of Farmland in County or Local Govt. Unit To Be Converted	-	-	0.41	0.22
D. Percentage of Farmland in Govt. Jurisdiction with Same or Higher Relative Value	-	-	73	66
PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 – 100 Points)			75	75

PART VI (To be completed by Federal Agency) Corridor

Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))	Maximum Points				
1. Area in Nonurban Use	15	0	10	13	13
2. Perimeter in Nonurban Use	10	0	10	10	10
3. Percent of Corridor Being Farmed	20	0	5	16	16
4. Protection Provided By State and Local Government	20	0	0	0	0
5. Size of Present Farm Unit Compared to Average	10	0	3	4	3
6. Creation of Nonfarmable Farmland	25	0	2	11	10
7. Availability of Farm Support Services	5	0	0	0	0
8. On-Farm Investments	20	0	5	7	7
9. Effects of Conversion on Farm Support Services	25	0	4	4	4
10. Compatibility with Existing Agricultural Use	10	0	9	1	1
TOTAL CORRIDOR ASSESSMENT POINTS	160	0	48	66	64

PART VII (To be completed by Federal Agency)

Relative Value Of Farmland (From Part V)	100	0	0	75	75
Total Corridor Assessment (From Part VI above or a local site assessment)	160	0	48	66	64
Total Points (Total of above 2 lines)	260	0	48	141	139

1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date Of Selection:	4. Was A Local Site Assessment Used? Yes <input type="checkbox"/> No <input type="checkbox"/>
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5. Reason For Selection

Signature of Person Completing this Part:

DATE

NOTE: Complete a form for each segment with more than one Alternate Corridor

FARMLAND CONVERSION IMPACT RATING**FOR CORRIDOR TYPE PROJECTS**

PART I (To be completed by Federal Agency)		3. Date of Land Evaluation Request		4. Sheet 2 of 2	
1. Name of Project Route 460 Location Study		5. Federal Agency Involved Federal Highway Administration			
2. Type of Project		6. County and State Prince George, Sussex, Southampton, Surry, Isle of Wight Counties and Suffolk, VA			
PART II (To be completed by NRCS)		1. Date Request Received by NRCS		2. Person Completing Form Greg Hammer	
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply – Do not complete additional parts of this form). Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>		4. Acres Irrigated na		Average Farm Size 425 acres	
5. Major Crop(s) Soybeans	6. Farmable Land in Government Jurisdiction Acres: 516,800 %		7. Amount of Farmland as Defined in FPPA Acres: 516,800 %		
8. Name of Land Evaluation System Used LeE of the LESA	9. Name of Local Site Assessment System NA		10. Date Land Evaluation Returned by NRCS 3-26-05		

PART III (To be completed by Federal Agency)	Alternative Corridor Option			
	CBA 2 (Corridor)	CBA 2 (ROW)	CBA 3 (Corridor)	CBA 3 (ROW)
A. Total Acres To Be Converted Directly (does not include Sussex County)	1,779.46	832.61	1,762.39	978.35
B. Total Acres To Be Converted Indirectly, Or To Receive Services	0	0	0	0
C. Total Acres In Corridor	3,446.84	1,549.20	3,439.50	1,841.28

PART IV (To be completed by NRCS) Land Evaluation Information					
A. Total Acres Prime and Unique Farmland	1,779	832	1,762	978	
B. Total Acres Statewide and Local Important Farmland	-	-	-	-	
C. Percentage of Farmland in County or Local Govt. Unit To Be Converted	0.37%	0.17%	0.37%	0.20%	
D. Percentage of Farmland in Govt. Jurisdiction with Same or Higher Relative Value	78	77	70	66	
PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 – 100 Points)	75	75	75	75	

PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))		Maximum Points				
1. Area in Nonurban Use	15	12	12	13	13	
2. Perimeter in Nonurban Use	10	4	4	10	10	
3. Percent of Corridor Being Farmed	20	15	13	17	17	
4. Protection Provided By State and Local Government	20	0	0	0	0	
5. Size of Present Farm Unit Compared to Average	10	3	3	4	3	
6. Creation of Nonfarmable Farmland	25	15	13	10	9	
7. Availability of Farm Support Services	5	0	0	0	0	
8. On-Farm Investments	20	5	5	8	8	
9. Effects of Conversion on Farm Support Services	25	2	1	4	4	
10. Compatibility with Existing Agricultural Use	10	6	5	1	1	
TOTAL CORRIDOR ASSESSMENT POINTS	160	62	56	67	65	

PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)	100	75	75	75	75
Total Corridor Assessment (From Part VI above or a local site assessment)	160	62	56	67	65
Total Points (Total of above 2 lines)	260	137	131	142	140

1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date Of Selection:	4. Was A Local Site Assessment Used? Yes <input type="checkbox"/> No <input type="checkbox"/>
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5. Reason For Selection

Signature of Person Completing this Part:	DATE
---	------

NOTE: Complete a form for each segment with more than one Alternate Corridor